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- (c) Debrecen: Three 80 and two 140-cubic-meter water tanks.
- (d) Szajol: One 300 and four 140-cubic-meter water tanks.

Comparable facilities have been constructed at other points but exact data is not presently available. In general, watering facilities have been increased approximately five times.

5. "Coliat" rails weighing 42 kilograms per meter are used all along the above-mentioned main lines.
6. In general there are four or five types of ties in use. The most commonly used ties along the main lines are the classically treated Slavonian oak ties which are 250-270 centimeters long, have a cross section of 15 x 20 centimeters and weigh 80 to 90 kilograms. These ties can be used for the 1,435 millimeter standard gauge as well as for the Soviet 1,525 millimeter ~~gauge~~ gauge lines. Reinforced concrete ties are also in use as replacements. Their length is similar to the oak ties and their cross section measures 12 x 18 centimeters.
7. The Zahony railroad trans-loading station has 48 tracks, 24 standard gauge and 24 Soviet wide gauge tracks. The standard and broad gauge tracks are separated by a loading ramp which has been recently lengthened from 300 to 500 meters. The whole station is divided into two parts with separate Hungarian and Soviet receiving and traffic buildings, each with its own railroad headquarters. It is significant that the Soviet facilities are located on Hungarian territory. ~~USSR~~ and GDR have set up shops at Zahony to transform the reparation and loaded standard gauge cars and locomotives for use on the Soviet broad gauge. A ten kilometer extension of the Zahony station rail net in the direction of Mateszalka and two sets of sidings have also been built in the Soviet broad gauge, all on Hungarian territory.
8. There are some indications that the Soviets want to raise the ton-kilometer capacity of the above-mentioned lines by adding a third line to those which will feed into the junction points. Similar information was obtained from a refugee who had been forced to work on railroad construction. According to his report, construction work was going on some months ago in an east-west direction about 80 to 90 kilometers from Zahony. It can be inferred that it was on the Uzsok-Ungvar line. It would appear that this line is being rebuilt to handle more traffic, yet it is not impossible that the work reported merely involved routine maintenance. All railroad lines in Ruthenia (Carpatho-Russia) have already been converted to Soviet broad gauge.
9. There is no further news on plans for converting Hungarian railroad lines to broad gauge. It must be assumed that preliminary engineering work has been completed and necessary materials are on hand. With modern equipment and proper preparation the change could be effected in a very short time.

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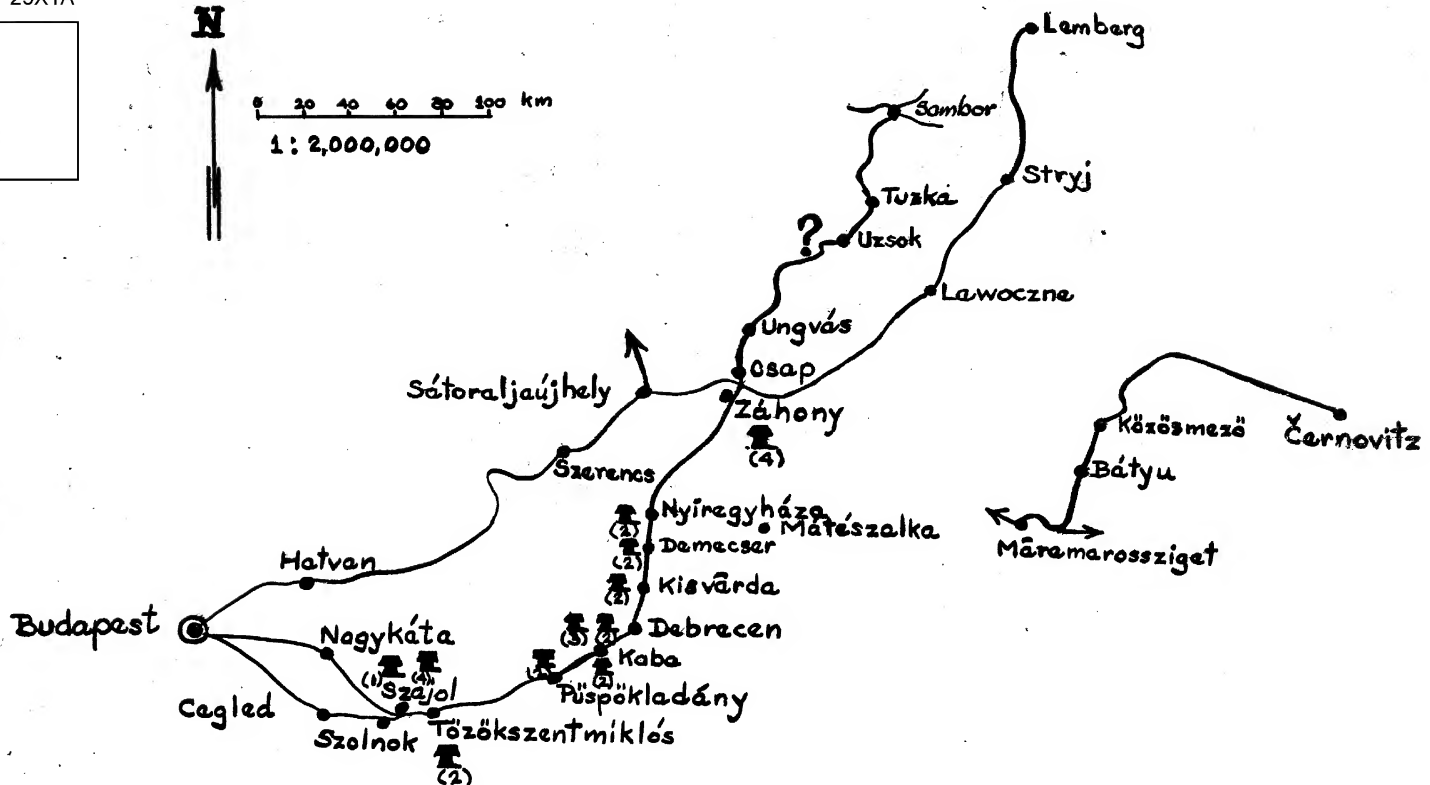
Enclosure: Sketch of the railroad net discussed above (paragraph 2).

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